

RESUSCITATION OF TRAFFIC ON RIVERS PLAN OF FUTURE

The Movement Has Already Become a General One And The Prospects For Inland Waterways At The Present Time Are Brighter Than Ever Before In The History of The Country's Steamboat Trade.

When the victim of Waterloo signed the Purchase treaty, which ceded the Louisiana territory to the United States, he said: "I part with an empire. The Mississippi river drains a valley that in one hundred years will be the greatest power on earth."

Before railroads invaded the states, the packets and catamarans played a most conspicuous part in the building of our nation. The growth of our national commerce was dependent upon their services. Lessers rivers lighted down to the wharves of the great father of waters the raw produce of the world's widest and richest valley. The intercourse between young and ambitious cities was conducted by boat. There were no "lines" then. Nature built them and they were free. Let them use them who would. There were no "combinations," rate deals, compromises or syndicate agreements. It was the era of who'some competition—the days of a "square deal."

Packet owners vied with one another for a "lead" on the river trade. Embellishment was added to comfort in the open bidding for patronage.

Speed and freight travel were coveted quite as much as the passenger patronage. To improve the former, while enlarging the latter projecting decks were built, reaching far out over the shallow, flat-bottomed hulls. The keenest kind of competition drove all rates to the bottom notch.

In those days of river romance, gambling crept into the cabin life as an indispensable part of the social etiquette of the time.

In the early days there was a stigma in being passed on the river which no proud pilot could ever afford to wear. Boilers were imperfectly made, and the insuppressible craving for traffic coin forced even inflammable cargo close to the furnace doors. And, in the face of all this wicked risk of human life, resin and pitch were added to the furnace fires and the safety valves weighted down, that a rival packet might be overtaken on its course.

Between 1816, when steamboat traffic was becoming important on western waters, and 1871, when it was waning, more than 1,000 vessels were lost on the Mississippi and its tributaries.

All this foolhardiness paved the way for an exaggerated welcome of the railroad. And when the railroads came they ignored the river banks and cut across country and drove into the centre and not on to the edges of things. This gave birth to new cities, and many an old river town suffered a shock thereby which brought its enterprises to swift decay.

The Illinois and the picturesque Wisconsin today exhibit the pathos that lies in the wake of a dead river. Towns that once clung to the bold shale rocks that oppose the broad current's course have crumbled to decay, and the enterprises which they once knew have taken root on nearby level lands, where traffic runs by rail. Moss-covered porticos lean heavily against the receding walls of territorial hotels, and the shelves of retail stores or the glorious forties are empty and broken.

But there are left those who still love the old river—those who believe in it, and those who, despite the advent of the locomotive still hold with Napoleon that a country is great as its rivers are useful. Nine years ago the commercial interests vested along the banks of the Ohio river crystallized in a river improvement association which set itself resolutely to the task of educating congress and the people of the river states to the vast commercial importance of deepening the channel from Pittsburgh to Cairo. They took the declaration of Andrew Carnegie that "the republic now has more than ten thousand miles of connected river and lake navigation, which supplies the cheapest inland transportation for materials in the world," and added: "The improvement of the Ohio will make it still cheaper."

The Upper Mississippi River Improvement association, which holds its fourth annual convention in Minneapolis this coming October, and which will join with the Ohio River Improvement association and representatives of the lower Mississippi states in holding a great valley river improvement convention in St. Louis this coming November. This convention will debate the possibilities of, and make recommendations for, the development of a heavy freight channel from the Twin Cities to New Orleans and from Great Falls, Montana,

on the upper Missouri, to Pittsburgh on the Ohio. The value to the whole nation of these improved waterways, taken in conjunction with the improvements now being made on the Illinois river and the Chicago canal, opening a ship passage from the Great Lakes to the Gulf, cannot be over estimated. If Mr. Carnegie is right in his claim that our internal waterways already offered the cheapest transportation in the world, these free arteries of commerce will at once control the traffic rates of the twenty-two states they drain. These states already produce the bulk of our agricultural wealth; they already support more than twice as many manufacturing plants as the other outlying states, and the value of their finished products is estimated at over ten billion of dollars a year.

As the market value of any finished product is estimated upon the producer's price, plus the cost of transportation, the opening of these great waterways to freight traffic will benefit both the producer through a larger demand for his goods, and the consumer through a lessened cost for the same.

President Roosevelt has said that the highways of commerce should be open to all on equal terms—a condition which is not likely to maintain, even through the enforcement of recent legislation that has been directed to that end. When the railroads are brought directly into competition with independent carriers on a common highway they will confront a controlling influence far more effective than any rate bill can ever hope to be. The policy of charging all the traffic will bear is an obstacle to industrial expansion. A low cost of conveyance is a necessity to all the eruder products. Moreover the productive capacity of our great interior is developing faster than our facilities of transportation.

The people of the Empire state by direct vote at the ballot box have appropriated one hundred and one million dollars, or more than five times that required to channel the upper Mississippi to build a ship canal from Lake Erie to the Hudson. Thus may the cargo loaded at Chicago or Duluth sail undisturbed to Hamburg, Havre, or Liverpool. The city of Manchester, England, has spent one hundred million to get an outlet to the sea. Germany France and England are expending even larger sums in the construction of absolutely new cross-country waterways. And this significant work is being done abroad in spite of the fact that their railroads are under government control.

Any canalage of our own rivers, however, must have a world-wide, and not a local, significance. The development of river industries must mean something larger than the quadruplication of Keokuk or La Crosse. Long before the Panama canal is ready to complete this great drama of commerce we will transmit our largest cargoes from the heart of the continent to the Gulf of Mexico without breaking bulk. When the waters of these seas meet in that thread of land, New Orleans will be the Oriental front door to half of the states of our nation.

Canada and Argentina are contending with each other for the supremacy in the exportation of wheat to foreign markets, and the race is as close as the population battle which Milwaukee and Detroit have waged for the past forty years. The Dominion wheat, when brought to the headwaters of the Mississippi or shipped from Port Arthur through the Great Lakes and the Erie canal, will have an advantage abroad that the grain submitted to the tax of a transcontinental rail haul can not hope to share.

Thus may the resuscitation of a river strengthen the friendship and lessen the difference between the neighbor nations, by serving both with impartial benefits. Between the broad current of the Saskatchewan and the headwaters of the Mis-

issippi lies the richest wheat belt in the world. It would cost indefinitely less than the amount congress proposes to expend on Panama to grid-iron this great productive country, both in Canada and the states, with a Mars-like system of navigable inland water ways, binding the Great Lakes to Hudson Bay, and the Saskatchewan to the Missouri, by which irrespective of flag, the treasures of a continent would find release and the interests of a homogeneous people receive their due promotion.—Richard Lloyd Jones in *Colliers*.

ONLY \$2 DUTY FROM BIG LINER

And Customs Men Have to Assess That on a Near-Gold Watch.

The worst case of "frost" that the government ever encountered in its business of collecting duties from returning tourists was experienced today when the customs officials examined the baggage of 281 cabin passengers who arrived in the North German Lloyd steamer *Friedrich der Grosse* from Bremen, says a New York telegram.

Every one of the first and second cabin passengers made sworn declarations that they had nothing dutiable in their personal effects. Twenty clerks went down the bay to get the passengers' declarations, and forty inspectors were at the dock to facilitate the work of inspection. One inspector found a near-gold watch that a second cabin passenger had failed to declare, and the passenger was taxed \$2 duty. When the customs cashier made his return with the solitary \$2 bill the customs-house officials were amazed. The incident is unparalleled in government records.

NOTICE TO STOCKHOLDERS

Public notice is hereby given that the regular annual meeting of the stockholders of the Illinois Central Railroad company will be held at the company's office in Chicago, Illinois, on Wednesday, October 17, 1906, at twelve o'clock, noon.

To permit personal attendance at said meeting there will be issued to each holder of one or more shares of the capital stock of the Illinois Central Railroad company as registered on the books of the company at the close of business on Monday, September 24, 1906, who is of full age, a ticket enabling him, or her, to travel free over the company's lines from the station on the Illinois Central railroad nearest to his or her registered address to Chicago and return such ticket to be good for the journey to Chicago only during the four days immediately preceding, and the day of the meeting, and for the return journey from Chicago, only on the day of the meeting, and the four days immediately following, when properly countersigned and stamped during business hours, on or before Saturday, October 20, 1906—that is to say, between 9:00 a. m. and 5:00 p. m.—in the office of the assistant secretary, Mr. W. G. Bruen, in Chicago. Such ticket may be obtained by any holder of stock registered as above on application, in writing, to the president of the company in Chicago, but each stockholder must individually apply for his or her ticket. Each application must state the full name and address of the stockholder exactly as given in his or her certificate of stock together with the number and date of such certificate. No more than one person will be carried free in respect to any one holding of stock as registered on the books of the company.

A. G. HACKSTAFF,
Secretary.

Chicago, July 23, 1906.

Treasurer Treat's Treat.

Charles H. Treat, treasurer of the United States, several times heard that one of his negro messengers had a peculiarly disagreeable manner. He sent for the dandy, who acknowledged his failing, but said he really could not help it.

"I's got indigestion so bad I just nachully can't be pleased wif myself," he said.

"Why don't you do something for your complaint?" asked Mr. Treat. "I spend most o' my money for medicine but they ain't nothin' reaches it. Ye see Mr. Treat, I ain't got no teeth, so I can't chew nothin'." He opened a cavernous mouth, which contained but two stumps.

The treasurer handed him a \$10 bill, saying: "Here you go and get a set of teeth and we'll see if that won't improve your temper."

Lots of us would have been satisfied had Russell Sage left us half as much.

Wallerstein's
MENS AND BOYS OUTFITTERS
320 AND BROADWAY
PADUCAH, KY.
ESTABLISHED 1868

Semi-Annual Clearance Sale

A Letter From Mr. Wallerstein

WE have just received a communication from our Mr. J. Wallerstein, who has been in the Eastern market for the past three weeks, saying that he has practically completed our fall and winter purchases; that he bought some of the swellest creations in men's and children's togs, ever shown in Western Kentucky, and that the people of Paducah will be given opportunities this season to purchase "at home" such articles as they have heretofore had to order from the larger cities.

Our first arrivals in the new autumn lines of apparel are now being shown in the various departments, and additional shipments are being received daily. These advance showings are about two weeks earlier than last year. For this reason we are making very special reductions to effect an immediate clearance of all remaining lines of summer merchandise.

Clearance of Negligee Shirts

From our entire line of Men's Fancy Negligee and Plaited Shirts there have been selected four lots which we offer at the following special reductions:

Lot 1—\$1.50 and \$2.00 Men's Fancy Negligee and Plaited Shirts	\$1.15
Lot 2—\$2.50 and \$3.00 Men's Fancy Negligee and Plaited Shirts	1.50
Lot 3—\$2.50 and \$3.00 Men's Fancy Negligee and Plaited Shirts	1.50
Lot 4—\$3.50 Men's Negligee and Plaited Shirts	2.50

See Window Display.

Clearance of Summer Underwear

Now is your opportunity to replenish your stock of Underwear. We offer choice of our entire line above \$1.50 the suit at a discount of 20 per cent.

Clearance of Fancy Vests

You will no doubt be interested in this announcement. This is the first time that the people of Paducah have had an opportunity to buy fancy Waistcoats at reduced prices. We have a large stock on hand and have decided to clean them out regardless of their values, to make room for our superb fall line, which will soon arrive. Look at the vestibule case.

Lot 1—\$2.00, \$2.50 and \$3.00 Fancy Vests for	\$1.35
Lot 2—\$3.50, \$4.00 and \$5.00 Fancy Vests for	2.45

Clearance of Men's Suits

Your choice of our entire line of high grade Three-Piece and Outing Suits—Atterbury's, Hart, Schaffner & Marx, etc.—at one-fourth off the regular price. An unusual opportunity to make a timely purchase at a decided saving. You cannot make a mistake by buying a suit now.

Clearance of Odd Pants

Choice of entire line of Men's and Youth's Odd Pants at a saving of 25 per cent. This means a \$4.00 pair of pants for \$3.00, and so on through the line. Buy now for future use and thus save for yourself one-fourth.

Clearance of Children's Suits

Lot 1—Choice of \$2.50, \$3.00 and \$3.50 boys' and children's Suits	\$1.60
Lot 2—Choice of 200 boys' and children's \$4.00, \$4.50 and \$5.00 Suits for	2.45
Lot 3—Choice of 150 of our \$5.00, \$6.00 and \$7.50 boys' and children's Suits at	3.45

Clearance of Wash Suits

We have divided our entire line of Children's Wash in two lots, as follows:

Lot 1—\$1.50 and \$2.00 Wash Suits for	95c
Lot 2—\$2.50, \$3.00 and \$3.50 Wash Suits	\$1.45

Clearance of Children's Wash Knee Pants

Choice of our 25c Wash Knee Pants for	19c
Choice of our 50c Wash Knee Pants for	38c

Half-Sick

When your nerves are weak, when you are easily tired, when you feel all run down, then is the time you need a good strong tonic—Ayer's Sarsaparilla. Your doctor will tell you why it has such power over weak nerves, why it makes the blood rich, and why it gives courage and strength. Ask him if it is not just the medicine you need.

We have no secret! We publish the formula of all our medicines. J.C. Ayer & Co., Lowell, Mass.